Moers kept telling us that Capt. Inch hought it wise to get out the life belts as a precaution, although they believed the fire might soon be put out.

"All of the passengers were much uptime. I saw everything. No boats got
set, especially the women and children.

"It was not so. I was there an or the
time. I saw everything. No boats got
away."

sea was rolling in mountains and at first probably sink the wreck he officers hesitated. The cries for the boats increased There was confusion, running about, cursing.

Capt. Inch behaved splendidly, and so did the officers, who are Englishmen. I am sorry to say that the crew, made up of Germans and Belgians, behaved very and instead of trying to quiet them the crew were trying to get first place in the

The first office: took charge of the first

spite of the wind, which kept swinging it ! against the side of the ship, pounding it guard to-morrow and the complete rolled. It had just reached the water when a great tragedies will then be in two. Every soul in it was drowned.

that after the chief slavard had thrown steamship line, but only meagre replies some provisions into this boat he jumped were received. I know too that there were do. This boat was quickly broken All in it went down.

These two boats were launched amid-Inice other boats were then put on the after part of the ship. The officer was in one of them. I candidate which was his boat. Everything a confusion. Ropes were broken, jammed. The occupants of the boats were turned over into the same turned over the boats were turned over into the same turned over the boats were turned over into the boats were turned over the boats were t water and drowned or killed.

aptein Disabled Lifeboats.

"Capt Inch saw what had happened. haw the tangle of rigging and tackle. He they couldn't be launched. It was such to try to leave the ship in such a storm. Me on board knew that the Carmania had answered our call for help and we were gad that the Captain had out the tackle. They were beaten back time after time, and it was remarkable that they did not

when the Carmania came in sight we lurely impossible Capt. Barr worked the all said. Now we will be caved. But Carmania as close to the Volturno's stern When the Carmania came in sight we the firemen rushed up from below and rerevolver and drove them below like sheep. in that direction were nullified by the He would have shot them down if they had not obeyed him. The fire soon got that the boiler soon is the boiler soon in the boiler so below the boiler so below t fused to go back. Capt. Inch got out his to be able to cast a lifeline. to the boiler rooms and they had to come on deck. This was very soon after the

the bridge because the fire had got too

day. Women were shricking Some laughed crazily. Some fainted. No man can remember all of the things that happened. We hadn't thought of food, but after the Carmania got near we considered that we had better get something. We have the high something that we had better get something. We tervals by other ships which finally compared to the high something that we had better get something. and pickled beef and timed stuff Most and pickled beef and tinned stuff. Most on Thursday, when the Grosser Kurof the passengers refused to eat anything fuerst managed to keep a lifeboat in the
There were some that could see nothing water and to rescue five of the Volturno's but death in sight. They were sure that passengers, the storm would last and that the fire No rescue work was possible on Thursthe storm would last and that the fire would drive them into the sea.

We saw raits sent out from the Carmania, but nobody told us to jump. In fact we didn't know what the rafts were there for. At 6 o'clock on Thursday night the decks aft began to get hot. The decks got hotter and hotter, but

We were too excited to feel the heat. Trintepohl paused in his story at this his shoes. Mr. Spurgeon had shown him the burned soles.

Many Killed in Explosion.

up great quantities of blazing wood and red hot metal. Some were killed. This siern of the burning ship so that the Capt Barr informed the line's officers by siern of the panic worze. After the explosion I thought I had better jump. I am a good swimmer and I thought I could be impossible for approach closely. It was still a perilous windertaking, but the use of oil went far toward minimizing the risk of capsizing that he must proceed to Fishguard. The Carmania should reach Fishguard about 11 o'clock to-morrow morning. comparatively close to us. One of the passengers, an Englishman, said he would go with me and one of the crew was willing to take a chance. I jumped first. They followed, but I never saw them again. Undoubtedly they were drowned

"I made for a German ship and shouted as loudly as I could. They never heard me. I suppose the wind kept them from hearing. It was hard work swimming and several times I thought I was gone, but I kept lighting and turning toward the Carmania. I shouted for help when I got pretty close to the Carmania. The snip was turning her searchlight over the water and finally the beam of light covered me. They saw me from the ship and I heard voices calling out to me to keep going and they would take me in.

I became half unconscious, I suppose, keeping myself up mechanically. I don't know how I was taken out

Thought Ship Would Explode.

"The main reason I left the Volturno as that I believed the whole ship would blow up and destroy us all. During the day five sailors and one steward fell in the fire and were burned to death. Then I came away. I don't think of anything

Trintepohl became very ill and was

Trintepohl became very ill and was unable to continue his story. He was attended, by a doctor of the Carmania and put to bed. He will recover from his lightful experience. For a time he was lureatened with pneumonia, having been in the ocean more than an hour. His story was told somewhat incoherently in broken English.

Mr. Spurgeon in a previous brief message said that the Volturno sent a last despairing message at 9 o clock Thursday eight saying. "For God's sake, help us or we perish." The ship was seen to burst into flames and it was only by miracle that the aft deck was not fired.

Mr. Spurgeon says Mr. Trintepohl in-Mr. Spurgeon says Mr. Trintepohl in-sists that all of the boats that were lowered were broken by the waves against

them perished. When Trintepohi was told that previous messages had said that two of six boats got away from the ship he

The children got scared easily and many of them cried. Some of the women who had babies in arms were hysterical, but the officers went around and soothed them, telling them that it would be all right, everybody would be taken care of. "The situation got worse almost as fast as we breathed. It wasn't long until we could see things blazing down below. There were cries for the boats, but the two boats that are said to have escaped from the burning ship and to recover bodies. It is not known yet whether on not the Volturno burned to the waters edge and sank, or whether she became a charred hulk, a derelict dangerous to navigation. In the latter case the war-ship despatched from this country would be the water of the purpose of searching for the two boats that are said to have escaped from the burning ship and to recover bodies. It is not known yet whether on the volturno burned to the waters are the war-ship despatched from this country would be taken care of the two boats that are said to have escaped from the burning ship and to recover bodies. It is not known yet whether on the volturno burned to the waters are the war-ship despatched from the country would be taken care of the two boats that are said to have escaped from the burning ship and to recover bodies. It is not known yet whether on the volturno burned to the waters are the war-ship despatched from the burning ship and to recover bodies. It is not known yet whether on the two boats that are said to have escaped from the burning ship and to recover bodies. It is not known yet whether on the two boats that are said to have escaped from the burning ship and to recover bodies.

CAPT. BARR DESCRIBES

RESCUE OF SURVIVORS Special Cable Despatch to The Str. London, Oct. 12.—Capt. James C. Barr

of the Carmania reported to the Cunard Line this morning that 521 persons were hadly. People were rushing about wildly rescued from the Uranium liner Volturno, which burned in midocean on Thursday.

Capt. Barr places the loss of life at 136 poats. They were making the panic worse, and says that there can be no hope held out for two boatloads of passengers who hoat that was got ready. He called tried to escape from the Volturno on for women and children, but there was a . Thursday before the international rescuing rush from the c.cw, and most of the people ficet arrived. Upward of 160 men, who got in this first boat were members women and children in these two lifeboats almost certainly perished in the

The Carmania will arrive at Fishdetails of one of the greatest marine wave hit it, fammed it against the ship The officials of the Cunard Line are unable to conceal their irritation over Capt. Barr's failure to supply more information concerning the list of survivors, the work trying to launch a second boat while this of rescue and the circumstances of the was nappening, but I cannot say who burning of the Volturno. Repeated meswas in change of this boat. I do know sages were sent to Capt. Barr by the

From Barr a curiously inadequate mesmo e in a than women in this boat. Men sages and other sources an intensely inrus and forward and the women and chil- teresting story of the work of rescuing dien were pushed one way and another ships has been extracted, however. The despite what Capt. Inch and his officers | commander of the Carmania reports that his ship, the fastest of the against the side of the ship. Great waves finally assembled about the blazing Volabout noon on Thursday, October 3. Carmania had made a speed of twenty Three other boats were then put sea miles an hour in the run toward the

The Carmania, steaming to the windward of the Volturno, attempted at once to begin the work of rescue by lowering a small boat. Capt. Barr was anxiode to had more small boats near the Volturno test the posmbility of ferrying the Volturno than others had, and this accounted for turno's passengers to his ship. The chief the fact that some of the steamers are but the tackle off the other boats so that turno's passengers to his ship. The chief they couldn't be launched. It was suicide officer of the Carmania, F. J. R. Gardilose their lives.
Seeing the use of small boats was abso

The passengers of the Carmania were reatly affected by the scene before their es. They saw plainly hundreds of the magnetic fine was spreading fast. The engines couldn't be worked. We were just drifting with the wind. As soon as the above the noise of the gale the cries for help. At that time the Volturno was only after at the fore part, but the flames were working steadily aft despite Capt Inch's efforts to keep the Volturno turned with the wind. greatly

He was compelled to leave the wind the Women Shrick, Some Paint.

apparatus of that ship was practically crippled. The Carmania assumed charge of the wireless situation and sent out repeated Some Some Paint.

In sight. They were sure that in would last and that the fire we them into the sea two raits sent out from the Cartal nobody told us to jump. In iidn't know what the rafts were At 6 o'clock on Thursday night, because the storm continued, but toward dawn it blew itself fout and the fleet, which had maneuvered carefully all night, constantly fearing collision, prepared to take off the Volturno at fully all night, constantly fearing collision, prepared to take off the Volturno at after began to get hot.

Set o excited to feel the heat soon paused in his story at this spurgeon says, and glanced at Mr. Spurgeon says, and glanced at Mr. Spurgeon had shown him ed soles.

The Volturno made a final call for help at 9 P. M. sending out when the steamships were around the Volturno at daybreak. These were the Carmania, the Kroonland, La Touraine, the Grosser Kurfuerst, the Minneapolis, the Rappahannock and the Devonian, Toward daybreak two more ships arrived the

"I don't remember when that happened," he went on. But it was awful when the flamer burst out. Many of the women and some of the men tore their hair and sereamed in their fear. Others grovelled on the deck. Some stood quite and local appearance in the sea, using two large and it more difficult to place survivors. They have an idea however, they have an idea however, they have an idea however that the Carmania, Ifving higher than the other ships, acted as a sort of windshield while the lifeboats were taking off the work of the Carmania in the lifeboats were taking off the work of the Volturno ships arrived. The latter came up at full speed while the lifeboats were taking off the work of the Volturno ships arrived. The latter came up at full speed while the lifeboats were taking off the work of the same lifeboats were taking off the work of the same lifeboats were taking off the survivors.

"There was an explosion which threw to be of immente assistance. The oil Queenstown to-morrow morning on ac-p great quantities of blazing wood and calmed the seas immediately about the count of the southerly gale that is raging ed hot metal. Some were killed. This stern of the burning ship so that the Capt Barr informed the line's officers by



Left to right-William Gibben, chief wireless operator, who sent out the cal for help; H. G. Land, assistant purser, and Miss Van Kruger, chief stewardess.

into the small boats, and finally the crew and the officers abandoned the ship. It happened that several of the rescuing fleet

carrying more survivors than others The work of rescue was completed at o A. M. The work was accomplished with splendid courage and discipline. It is reported also that the officers of the Volturno FIRST LIST OF SURVIVORS managed to keep good order among the

Immediately after the ship had been abandoned the eleven rescuing steamers began to search the ocean for the two lifeboats of the Volturno that disappeared into the storm on Thursday with nearly one hundred passengers. Each ship went on a short cruise, the steamships taking different directions, and the ocean was was fruitless. No glimpse of the boats could be had. There was no trace of wreckage. There were no floating bodies. Capt. Barr assumed that the lifeboats had been driven many miles by the gale and that they had been capsized and that and that they had been capsized and that

Although the loss of life is great, although the disaster takes rank with the worst of marine history, another splendid their passengers had perished. worst of marine history, another splendid triumph for the wireless is recorded. In addition to that all England is praising the fine seamanship of the officers of the international rescuing fleet. They were in grave danger of accident while manœuvring large ships in a heavy storm, a

to the loss of the Titanic is accounted for first by the miracle of the wireless which called eleven ships to the help of the distressed liner in time to save the passen-gers and crew, who had stayed by the tervals by other ships which finally com- ship. Second. Capt. Barr is praised here having been the first captain to arrive on

he scene. Next, the splendid scamanship of the rescuing squadron is warmly praised. Much, it is believed, is due to the fact that the strong bulkheads of the Volturno delayed the spread of the fire to the after part of the ship. Finally, a providential abatement of the gale on Friday morning early enabled the squadron to take off the survivors. It was a combination of these factors, science, skill and good fortune, that saved 521 lives, where more than 650

might have been lost. Steamship officials here, officers of the Steamship officials here, officers of the character in included, cannot understand why the Carmania carries only one of the survivors. They have an idea, however, that the Carmania, lifting higher than the other ships, acted as a sort of windshield while the lifeboats were taking off the survivors, and consider it likely too that the higher superstructure of the Carmania.

considerable distance in the neighborhood of the stern of the Volturno.

The Cunard Line is informed to-night that the Carmania will be unable to enter

533 Rescued by 11 Steamers Out of 657 Aboard the Volturno

The reports received by the Uranium Line by wireless from the steamship Rappahannock, from the Cunard Line and from wireless stations in Ircland make it appear that eleven steamships have rescued 533 persons out of the Volturno's list of 657 passengers and crew.

While the captain of the Rappahannock insists that 70 or 80 perished. other reports continue to place the number of dead from explosion, fire and drowning at 134. There is still the possibility that two boatloads of the Uranium's people, about 100, escaped the storm and that these are included in the list of the dead.

The apparent number of survivors, the names of the steamships that have them, the destination of these steamships and their time of arrival at their ports are given in the following table:

,	No. of			Time of
Steamship.	Survicors.	Classification.	Destination.	Arrival.
Kroonland	90	Including captain, chief engineer, 2 engineers and the 2 wireless operators	New York	Oct. 14
Grosser Kurfuerst	. 106	Including 2 officers and I engineer	New York	Oct. 14
La Toureine	. 42	Passengers, mostly women and children	Heore	Oct. 16
Narragansett (tank). 28	Passengers, mostly women and children	London.	Oct. 14
New York (lank)	. 18	Passengers, mostly women and children	Rotterdam .	Oct. 16
Soydlitz (tramp).	. 46	Passengers. mostly women and children	Baltimore	Oct. 22
Deconian .	60	Passengers	Licerpool	Oct. 17
Cermanie	1	Passenger .	Fishguerd	Oct. 13
Ctar	92	Including ship's doctor and purser	Rotterdam.	Oct. 16
Minneapolis.	3/	Passengers	London	. Oct. 17
Reppahannock	19	Passengers, all women and children	Halifax	Oct. 15
Total	533			

MESSAGES RECEIVED HERE TELL OF WRECK

Forty Killed in Explosion, Says Wireless Despatch to "The Sun."

Rappahannock Is Bringing 19 Women and Children to Halifax.

The first definite news of the burning of the steamship Volturno in midocean on Thursday, of the death by fire or drown ing of 134 of her passengers and crew and of the rescue on Friday morning by RELATIVES CONTINUE eleven steamships of 533 men, women and children was received last night by THE

SUN and by the Uranium Steamship Line. The Rappahannock, one of the eleven ships that came up in time to assist in the perilous work of rescue, sent by wiresaved. She is on her way to Halifax with fifteen women and four children.

These survivors will be taken to Halifax and are expected to arrive there on Tuesday, when they will be sent on to New York. The Rappahannock's wireless expressed the hope that she could arrive on scheduled time.

25 were out of 93 members of the crew. 112 to be missing. On the other hand had been saved.

ship. The storm was so great that the line hoping for some leassuring word, captains of the eleven ships have given but none came.

with disappointing brevity some of the essential details. It told of a great explosion which killed forty of the crew and passengers, of the disappearance into the senser agent.

The despatch read: Grosser Kurfuerst. "Cape Race Radio. Oct. 12

Sun New York Four Volturno boats smashed Forty persons were drowned. Two boats with "Last January" said Mr. Fourman, 100 souls are missing. Forty men were killed by the explosion. The Touraine has circumstances. On that occasion the Kurfuerst 106, including officers and engineers, the Carmania 1, the Czar 92, in-cluding the doctor and the purser; the

Minneapolis 31 and the Rappahannock 19. "The Grosser Kurfuerst was in latitude ever, he did not. 48.50 north, longitude 35.06 west, when the call for help was received from the Volturno. When we arrived near the Volturno we found that she was aftire at the fore part. There had been an explosion which killed many passengers and mem-bers of the crew, Rescuing steamers arrived Thursday and early Friday morning.
There was a violent storm and heavy seas which endangered the Volturno and made rescue impossible for many hours. Two of the boats of the Grosser Kurfuerst were lowered and kept at work on Thursday night from 9 P. M. until 3:15 A. M. It was impossible for them to get fiear the Volturno. A boat was lowered from the Volturno. A boat was lowered from the Volturno, but it was capsized. Five men who were in it were saved by this ship. who were in it were saved by this ship. The rescued on this ship are being trai Park West. The Council of Jewish Women and

Capt. Francis Inch. 34 years old. mar-ried, has been with the Uranium Line for five years, although only made a captain

five months ago.

H. F. Miller, chief officer, 32 years old, married, with the Uranium Line for two years. Formerly with the Cunard company. Was first officer on the Uranium before being transferred to the Volturno. W. D. Brown, purser, 32 years old, an Englishman. Has been with the company for three years. Formerly connected with the Canadian Pacific.

Dr. H. Carter, married, 40 years old, and has been with the company for about a year and a half. Formerly was on the Zacapa. United Fruit Line. Was graduated from a Western college.

Chief Engineer Dewar, 50 years old, was formerly on the Uranium.

less the first list of names of persons Steamship Co.'s Offices Besieged All Day by Kin of Volturno's Passengers.

Relatives of passengers on the Volturno ontinued their siege of the offices of the Uranium Steamship Company, 13 Broad-Capt. Inch in his own brief report of way, yesterday in an effort to learn the disaster, approximates the loss of life fate of those aboard the ship which at 144, mentioning 510 as saved. Of these, burned. Mothers begged for information regarding their children and men asked The Furness, Withy & Co. ship reported about their wives. Telegrams were rethat approximately seventy or eighty had ceived from all parts of the country in perished, but at the same time reported which the senders asked if beloved ones

URANIUM LINE VIGIL

Capt. Barr of the Carmania places the One of the most pathetic cases was number of rescued at 521, which would that of Abraham Saintsky, 23 years old, seem to mean that the loss of life is 136, of 220 East 109th street. He called to including the two boat loads of immi- seek information in regard to Ida Balgrants who escaped being dashed against taksa a Russian girl, 18 years old, whom

grants who escaped being dashed against the Volturne's side on Thursday morning, but who, it is believed now, were soon after swallowed up in the terriffic gale that was raging.

The eleven ships—the name of an additional member of the international rescuing squadron, the oil tank steamship New York, was supplied vesterday by a wireless message from the Grosser Kurthurst—searched the ocean unavailingly. wireless message from the Groszer Kurfrom the survivors. Miss Ruver left her
home and parents in Konotop, Russia, and
fuerst—searched the ocean unavailingly
long after the last of the Volturno's surAmerica. Mr. Weinstein spent most of vivors had been taken off the burning vesterday in the office of the steamship

captains of the eleven ships have given up for lost the passengers of the two missing lifeboats.

The wireless despatch received by THE Sun from the Grosser Kurfuerst supplied.

Morris Edelstein of 1643 Madison ave-

passengers, of the disappearance into the storm of two boatloads of passengers with about 100 in them and of the number of survivors that had been taken on the various rescuing ships.

The despatch read.

senger agent
"How is my cousin. Rubin Rimer?" he asked Mr. Fourman looked at the man closely. The man returned the look. Then, despite the seriousness of the situation, both

"Again?" asked Mr. Fourman Mr. Edelstein nodded

Then Mr. Fourman explained their ac-

42 survivors, the Narragansett 28, the Uranium, one of our ships, was on the New York 18, the Seedlitz 46, mostly rocks, and among her passengers was Mr. women and children, the Devonian 69, Edelstein's mother-in-law, Mrs. Bluma the Kroonland 90, including Capt. Inch.; Niczecka. Day after day Mr. Edelstein the chief engineer, who is wounded, two called here for information. I told him that I knew nothing about his motherengineers and two wireless operators; the that I knew nothing about his mother-furfuerst 108, including officers and engi-lin-law, and that she would probably see him before long. That would not satisfy him. One day, when I refused to restore him. One day, when I refused to restore his mother-in-law to him, he became angry and threatened to have me arrested. How-

JEWISH WOMEN WILL AID.

Council Seeks Donations of Clothing and Money for Survivors.

The Council of Jewish Women, whose

president. Miss Sadie American, 418 Cen

cared for and have had proper accommodations. We are proceeding."

This was the wireless message received Red Cross or by the Mayor.

sefere all the belts were fixed. The the Velturno's side and that every one in THREE OF THE VOLTURNO'S PERSONNEL Line from the steamship Rappahannock: SAW THE VOLTURNO DISASTER IN DREAM him because, despite his apparent w. ness to talk, he was secretive about self.

"HALIFAX--Rappahannock wires via

Cape Race: We saved fifteen women and

missing. Approximately seventy or eighty

Line at Havre saving that it had not been

able to get in touch with La Touraine

"Trying to get in touch with La Tou-

raine and obtain names of survivors. So

far have not succeeded. Will again at-

every steamship company that had a ves-

sel at the scene of the burning of the Vol-

turno. Messages were sent to the French

Line, the North German Lloyd, Leyland

of the office at 13 Broadway yesterday

THE VOLTURNO'S OFFICERS.

Months Ago.

The Uranium Line appealed for news to

tempt to reach La Touraine."

perished. Hope to arrive. Report later.

four children; all scantily clad.

'Nine steamers at rescue.

The message was:

Narragansett

of the steamships.

five months ago.

rough. One hundred and twelve people Remarkable Letter From As- interesting. As he was only a voting sistant Wireless Operator Late yesterday afternoon the Uranium Line received a message from the French Received Here.

> him, he told us of a strange dieam. His ONLY HIS SECOND TRIP face, usually open and fearless, grow pale

He Had Written to Marconi Company Asking to Be Transferred.

& Co. at Liverpool, the Russian-East Asiatic Steamship Company, which owns ship. About me were women and children the Czar of Russia : the Cunard Line, the Red Star Line and the Stagles Transpor- screaming in terror or dying Men leaped tation Company, which owns the freighter overboard into the sea. Around the ship were other ships hovering, but unable to The first reply received was from the come to our aid. It was night, but the like dreams will. I could see many ships french Line, and then the other steamship companies sent messages saying that day

they were endeavoring to communicate with their ships and that they would forassistant wireless operator of the Volturno, described a dream to Mrs. W. F. Paul G. Fourman, the general passenger Alexander of Central Park West three agent of the Uranium Line, was in charge weeks ago, when she and her daughter were returning to New York on the ill Mr. Fourman sent a wireless message were returning to New York on the ill yesterday afternoon to Capt. Francis Inch of the Volturno, who is now on the Kroon- years old, trembled as he told the horror of his dream, says Mrs. Alexander.

land bound for this city, asking him for a complete report of the circumstances of the fire, of the drowning of passengers "His face was pale and I feared be might faint." Mrs. Alexander told re. here and there and tried to scothe the and of the rescue work. The line expected to have word from Capt. Inch at almost porters in the office of the Uranium Line yesterday. 'We thought little of it until The Uranium Line received from the Cunard Line text of a wireless message that had been sent by Capt. Barr of the Carmania to his office in Liverpool. to-day, when we read of the calamity, and jumped into the sea." Then the man's words came to us like a

was as follows:
"Carmania due at Queenstown 5 A. M.,
fonday. The Volturno is floating ablaze
the fore end. Her masts and funnel man's mind that he tried to get trans- Alexander, he pinched himself to make He wired to certain he had only been dreaming. ferred to another ship. at the fore end. Her masts and funnel are standing. Northwest gale moderating. the Marconi office in London, almost begging them to place him on another The records are incomplete. Only one survivor here. It is supposed that 136 were lost. They attempted to get away a few days ago, in which he said he had the ship's boats previous to the arrival requested to be transferred. I do not dreamt about." know whether the request was refused and replied, 'No, that couldn't be or if it had not been acted upon as yet."

Capt. Inch Was Appointed Only Five Mrs. Alexander and her daughter called t the office of the Uranium Line yesterday afternoon and made inquiries in re-Paul G. Fourman, general passenger agent of the Uranium Steamship Com-pany, gave a brief sketch yesterday of the officers on the Volturno, as follows: gard to the officers of the ship, most of whom they knew well. Pennington, they said, was an English-

Bryan Hurries Back to Duty. KNOXVILLE. Tenn. Oct 12 -Secretar to-day on receipt of telegrams from State Department telling about the Mex can situation. His projected visit to Go Pennington, they said, was an English-man, whose mother lived in Liverpool Mann of Virginia has been abandoned

time, this being his second trip Alexander could fell only a little

him because, despite his apparent walling

"We were much impressed with him !

said Mrs. Alexander, "because he was very

man and the sea was new to him he was

enthusiastic, about everything and took great pleasure in taking us through the

wireless room and explaining the different

One day, while we were talling

as he talked. The terror of the dream

mind with terrible vividuces. I was on

the ship. It was in flames. We were

in the middle of the ocean and far from

other ships at the time. Around me to could see women and children, all scant

ily clad. Some were screaming and

gazed with staring eyes at the flames

anxious, but unable to give aid. To

women and men stretched out their hands

toward the ships and begged for help

of the ships which was nearer than th

rest. The men in to struggled with the

cars, but the waves wrenched the cars

though I was merely looking on, I could

scarcely realize the full horror of the

passengers, assuring them that belo

would reach them. It did Little good

Many of the men grabbed life preservers

perspiration. The effect of the dream had

not gone. Several times, he told Mrs.

Pennington said he awoke in a cold

"Some time ago," continued Mrs. Alex-

ing a fire. I told Mr. Pennington about

it and said. That must be the fire you

cause in the dream I was on the burning

when I read of the Uranium has

He shook his head slow;

"'Although I was on the ship-I felt as

Members of the crew rushed

from their hands. It was useless

Then the dream changed suddanly,

others, their lips frozen with terror

which crept nearer and nearer.

he said, 'other parts stand out

While some of the dream was vague.

instruments to us.

seemed to grip him.



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